

Intimations.

The Old Familiar Beverage
STONE GINGER BEER,
VOCLEPT "POP."



\$1.75 per doz., less \$1.00 allowed
Bottles returned.

WATKINS LIMITED,
CHEMISTS, AERATED WATER
MANUFACTURERS,
APOTHECARIES HALL,
No. 66, Queen's Road Central, Hongkong
FACTORY:—Mason's Lane.
WAI KIN TAI YEUK FONG.
房藥大建威

Branches also at
Canton, Shanghai, Hankow and Peking.
Hongkong, 10th February, 1902. [714c]

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.
FOUNDED in 1891, by DR. CANTLIE,
and conducted for several years by
H.E. POLLOCK, Esq., K.C.

TRUSTEES:
HON. J. H. STEWART LOCKHART, C.M.G.,
G. B. DODWELL, Esq.,
R. SHEWAN, Esq.

SUBSCRIPTIONS:—Payable in Advance.
\$7.50 Per Half Year.
\$1.40 Per Month.

The Library contains, in addition to Fiction,
a number of Standard Works on Biography,
History, Travels, &c., and Works of Reference,
and it is hoped to maintain it up to date.
Intending Subscribers are requested to
apply to
CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordinance Office.
Hongkong, 28th December, 1901. [1413c]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [77d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 25 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [10]

WILLIAM POWELL, Ltd.

28 & 34, Queen's Road.

THE BEST STORE

FOR

Beds, Bedding, Carpets, Rugs,

Cooking Ranges, Stores

of all kinds,

Household Linen,

&c., &c.

Hongkong, 19th February, 1902. [955c]

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"

also

"WASHBURNS."

MANDOLINES, GUITARS,

STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore.
Hongkong, 28th January, 1902. [953c]

To-day's Advertisements.

THE MERCANTILE MARINE.

SOUTHERN RISE COMMITTEE.

A GENERAL MEETING of MERCANTILE MARINE OFFICERS will be held at CONNAUGHT HOUSE HOTEL, at 8.30 p.m., THIS EVENING, the 26th instant. All Mercantile Marine Officers who are able, are requested to attend.

SECRETARY,
Southern Rise Committee.
Hongkong, 26th February, 1902. [233d]

NOTICE.
ARRANGEMENTS FOR WATER SUPPLY TO THE LOW-LEVEL DISTRICT OF THE CITY.

It is anticipated that Arrangements will be completed by SUNDAY, the 2nd March, for supplying the Inhabitants of the City near the Praya front, between the Central Market and the Sailors' Home, with water to be obtained from Tanks erected at the following Places:—

(1) Opposite Eastern Street.
(2) At Nam Pak Hong Pier.
(3) To Eastward of the Canton and Macao Steamboat Wharf.

Should these Arrangements be completed, water will not be turned on, on and after the date mentioned, to the district bounded by Queen's Road on the South, by Jubilee Street on the East and by Western Street on the West.

If the Arrangements be not completed, water will be turned on as usual.

W. CHATHAM,
Water Authority.
Hongkong, 25th February, 1902. [236d]

TO LET.

"THE KENNELS" MAGAZINE GAP.
Apply to

THE HONGKONG LAND INVESTMENT AGENCY CO., LTD.
Hongkong, 26th February, 1902. [158d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA."
Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS STEAMSHIP CO.,
General Managers.
Hongkong, 26th February, 1902. [238d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).
THE Steamship

"EASTERN."
Captain W. Ellis, will be despatched for the above Port, on SATURDAY, the 1st March, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th February, 1902. [239d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"CHELYDRA."
Captain Cox, will be despatched as above on TUESDAY, the 4th March, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 26th February, 1902. [240d]

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

TO-NIGHT!! TO-NIGHT!!

GRAND GALA NIGHT.

The Attraction of the Century.

HARRY COGILL AND JACK SUTTON'S ENTERTAINERS.

A COMPANY OF HIGH CLASS ARTISTS.

Adelina Sarnia. Rose Aquinaldo.
Maie Arlen. Della Ross.
Dave Gaston. Austral Trio.
Lena Harvey. Aimee Tasma.
Altro the Tramp. Alex. Russell.
Capt. Jack Sutton.

And Yours Merely,
HARRY COGILL.

The Sparkling Farical Comedy
"TWO GAITY GIRLS."

The Humorous Travesty
"THE BOOKING AGENT."

PRICES AS USUAL.
Box Plans, at THE ROBINSON PIANO CO., LIMITED.

Doors Open 8.30. Overture 9 P.M.

CHANCE OF PROGRAMME.
SATURDAY,
MARCH 1ST.

Hongkong, 26th February, 1902. [239d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that the FIRST CALL of \$5 per share has been made on the New Issue of shares, and that such Call is PAYABLE on or before FRIDAY, the 28th February, at NOON, to the Undersigned at the Registered Offices of the Company, 14, Des Voeux Road, Hongkong.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 26th February, 1902. [237d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 28th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 26th February, 1902. [241d]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, KOBE AND MOJITO.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 26th February, 1902. [4]

Intimations.

THE HONGKONG FROZEN FOOD SUPPLY.

DEPOT, No. 3, ICE HOUSE LANE.

A FRESH STOCK of PROVISIONS has just been landed ex S.S. "TAIWAN" from Australia.

Legs & Claws. Shoulder. Various.
Mutton 25 c. per lb. 30 c. per lb. 15 c. per lb.
Lamb 30 " 25 " 18 "
Pork 35 " 30 " 20 "
Rabbits \$0.75 each.
Hares 1.25 "
Ducks 1.75 "
Butter, fresh 0.70 per 1 lb. pat.
Cheese, Australian Dutch 1.35 per 3 lb. cheese.
Bacon, lightly cured 0.50 per lb.
Hams, lightly cured, about
tolls each 0.55 per lb.
Concentrated milk, 1 pint
fin. 0.40 per pint.
Nore. To 1 pint of milk add 3 pints of water.

In present form it can be used as cream.
WM. FARLANE,
Manager.
Hongkong, 24th February, 1902. [237d]

NEW VICTORIA HOTEL.

ROTISSERIE,
Meat a la Carte.

CHOPS, STEAKS, etc., etc., at any time,
between 7.30 a.m. and 11 p.m.
Monthly Tiffin at Moderate Rates.

Madar & Farmer,
Proprietors.
Hongkong, 2nd September, 1901. [958c]

WANTED.

IN KOWLOON, Three Rooms with use of Kitchen and Bathroom; or to share a house.

Apply to
"F.E.S."
C/o H.K. Telegraph Office.
Hongkong, 25th January, 1902.

WO SHING.

PRINTER, BOOKBINDER
AND
RUBBER STAMP
MANUFACTURER.

Moderate Prices.
No. 20, POTTINGER STREET.
Hongkong, 28th January, 1902. [121d]

Intimation.

A. S. WATSON & Co.,
LIMITED.
ESTABLISHED A.D. 1841.

CHAMPAGNE,
Jules Munin & Co. Reims—
as supplied to Imperial and
Royal Courts of Europe.

DRY AND EXTRA DRY.
Per dozen Quarts \$48.00
Per 2 dozen Pints \$50.00

A high class wine, well known to
connoisseurs and a favorite at Good-
wood and Ascot Meetings, &c.

SCOTCH WHISKY,
Watson's celebrated

E
Blend.
Very old liqueur Scotch Whisky.
Per dozen \$15.00.

COGNAC BRANDY,
of the finest quality.

\$18, \$24, \$30 and \$36 per dozen.

PORT AND SHERRY,
of the finest vintages.

RAINIER BEER,
the finest American Beer in the
market.

CIGARS AND CIGARETTES.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 26, 1902.

REUTER'S TELEGRAMS.

THE SOUTH AFRICAN WAR.
LONDON, February 24th.

Three hundred Boers attacked the Frankfort-Vrede block-house line at Tweekopjes, and broke the wire fence by driving cattle through. They then rushed through themselves under a heavy fire from the block-houses, many being shot.

Commandant De Wet is now on the Wilge River, Orange River Colony.

THE MANCHURIAN QUESTION.
The Russian and Chinese Governments have assumed America that Manchuria will remain open to American trade.

PRINCE HENRY IN AMERICA.
H. R. H. Prince Henry of Prussia has arrived at Washington and visited President Roosevelt.

LOCAL AND GENERAL.

USEFUL POCKET BOOKS are to hand from Messrs. Tata and Company, as local agents of the Bombay Fire and Marine Insurance Company, Limited.

MR. JAMES ISMAV, the head of the White Star Line, is at present staying at the Hongkong Hotel. He came from Liverpool accompanied by his sister, Miss L. Ismay.

H.M.S. AMPHITRITE made her recent outward run from the Nore to Hongkong in 41 days, including stoppages. She is to be commissioned this spring for service in China.

FOOTBALL.—To-morrow afternoon, on the Happy Valley, in the semi-finals for the Hongkong Football Challenge Shield, H. Company, R.W.F., will play A Company, R.W.F. Kick-off at half-past four. Mr. Cooke will referee.

THE CHINA IMPERIAL MARITIME CUSTOMS have forwarded to this office a copy of the list of lighthouse, light-vessels, buoys and beacons on the coast and rivers of China for 1902. It is correct up to the 1st December last.

AN ATTEMPTED REVOLT IN MONGOLIA.—It is reported that the Russians in Mongolia have stirred up the Tatar Prince Ching in Mongolia to a rebellion. Consequently the president of the Board of War is sent to Mongolia to suppress the rebels and again secure the people's submission and homage to the reigning Emperor.

COTTAM & CO., NEW HATS for the RACES.

THE WATER AUTHORITY has sent us an important notice which appears in another column. It deals with the arrangements for the water supply to the low-level district of the city, and should be read by all.

THE FOUR BIGGEST NATIVE BANKS of Peking known as Huns have now resumed their business; they decided to pay all the notes issued by them bearing the date after the 17th of the 12th moon, while those issued before date were subjected to a discount of 30 or 40 per cent.

PROFESSOR W. A. DAVIS, the well-known illusionist, who will be pleasantly remembered in Hongkong as having afforded so many enjoyable evenings, has returned to the Colony from Australia with a new and up to date show. He shortly intends to commence a new tour the first performance being given at the City Hall.

SCARLET FEVER is rife in H.E. Sheng Kungpao's premises on the Bubbling Well Road, Shanghai which contain, it is understood, 400 to 500 persons. Two or three members of H.E.'s family have died of the disease recently; his second wife died on Wednesday, and we learn with much regret that H.E. Sheng himself has now been attacked. It is surely time that something was done to isolate the premises in question, and mitigate the danger to foreigners and natives contained in this focus of infection.

ARRIVAL OF GERMAN VICE-ADMIRAL.—The German flagship *Furst Bismarck* arrived in the Harbour yesterday morning at nine o'clock from the South, having left Singapore on the 19th instant. On board was Vice-Admiral Geisler, who has succeeded Vice-Admiral Bendemann in the command of the German squadron in these waters. On her arrival, the *Furst Bismarck* was saluted by the various warships lying in the Harbour. The Vice-Admiral formally visited His Excellency the Acting Governor, General Gascoigne, to-day.

BY THE S.S. *ATHENIAN* which sailed at noon to-day, Senor Sesto Lopez, the well-known Filipino patriot, accompanied by his private secretary Mr. T. T. Paterson, left Hongkong for the United States. During the few months of his sojourn in this Colony Senor Lopez has gained numerous friends and the greatest esteem for his unassuming ways and gentlemanly bearing. His stay in Hongkong was caused by the United States Authorities in Manila refusing to allow him to return to his own country unless he took the oath of allegiance to the United States, an oath he felt he could not conscientiously take while he hoped for Filipino independence, and it is, we understand, with the object of getting this embargo removed that he is returning to the United States. It will be remembered that his private secretary Mr. Paterson, was reported from Manila some few weeks ago because he, being a British subject, declined to take the oath of allegiance to the United States.

AT THE MAGISTRACY.

February 25th.
Before Mr. J. H. Kemp (Acting Police Magistrate).

DISOBEDIENT HOUSE-SERVANTS.

Mrs. Mackenzie, 14, Wyndham Street, summoned her cook and coolie for neglecting their duties. The defendants, it transpired, wanted to leave and to have the money owing to them as wages paid over at once. The complainant very naturally refused to allow them to go without notice, and advanced no money. The result was that next morning both defendants lay in bed and neglected their work.

Asked if he had anything to say, the cook said he was told by a friend that his (the cook's) son was lying very ill in the country, and, like an affectionate father, he wished to visit the invalid. "Missy," however, refused him the advance on his wages necessary to take him to the country. The next morning, probably through worrying about his son, he overslept himself.

The coolie said he did not want to stay because he did not "savour" the complainant's language. He, too, overslept himself, and was given in charge.

The cook was fined \$3, and the coolie \$1.

OVERCHARGING.

Miss Alexander, 57, Peel Street, summoned a public chair-coolie, for (1) demanding more than the legal fare, and (2) behaving in a disorderly manner.

The complainant said she hired the chair on stepping off the Macao steamer, and was carried to her house in Peel Street. The journey occupied seven minutes, and she gave the defendant ten cents. "In the chair was the complainant's handbag, and as she turned to pick it up the coolie, who was holding the ten-cent piece in his outstretched palm and saying "No can, no can," snatched it away. The complainant grasped it and pulled, but the coolie held on, actually following the complainant into the house, where he made a great disturbance.

He was fined \$5.

INDEPENDENT RICKSHA-COOLIE.

Sergeant-Major Presby also had trouble with a coolie, a ricksha-puller this time. He stopped the ricksha, but the defendant, despite the fact that the vehicle was disengaged, flatly refused to take him. The coolie's independence cost him \$5.

Before Mr. F. A. Hasland (Police Magistrate).

ALLEGED EXTENSIVE FRAUDS.

In this case, which has been pending since the 30th ult., a Chinese woman is charged by six different persons, all Chinese, with the larceny of jewellery whilst acting as bailie.

COTTAM & CO., NEW SCARVES and TIES for the RACES.

COTTAM & CO., THE RAGLAN OVER COAT for the RACES.

COTTAM & CO., THE RAGLAN OVER COAT for the RACES.

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COTTAM & CO., THE RAGLAN OVER COAT for the RACES.

The articles were given her to sell to the best advantage as opportunity offered, but instead of doing this she pawned them and kept the money. The frauds have extended over a considerable period, and when they were discovered the woman could not be found. She was ultimately arrested by the police, who state that the amount of money involved is over \$40,000. In addition to this sum it is stated that further possible proceedings may bring the total to a very much greater figure. The charges are being heard separately, and the defendant is represented by Mr. John Hastings, Chief Detective Inspector Hanson conducts the prosecution. The case stands remanded at the present, but the defendant will in all probability be committed for trial.

AN EXTRADITION CASE.

Lok Cheung, a hawkler of silks, and Kwan Kwai, alias Kwan Kwai Hung, a farmer, were remanded till Monday, 3rd prox., on charges of robbery within the jurisdiction of China. The prisoners were ordered to be kept apart.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday, 27th February, at 3 p.m.

BUSINESS.
1. Financial Minutes. (Nos. 1 to 6.)
2. Report of the Finance Committee (No. 16.)
3. Questions.—

(1.) Will the Honourable the Colonial Secretary inform the Council whether the Government will consider the expediency of amending the Bye-laws annexed to the Public Health Ordinance, No. 13 of 1901, so as to empower the Sanitary Board to take such steps as may be requisite in connection with the periodical outbreak of Plague without the necessity of formally declaring any district in the Colony as an area infected with Plague?

(2.) Will the Honourable the Director of Public Works lay upon the table a statement shewing what works, if any, have actually been completed during the years 1899, 1900 and 1901 for increasing the water storing capacity in the City of Victoria and Kowloon, and how the present water storage capacity can be augmented and rendered adequate to meet the growing requirements of the Colony in all seasons?

4.

TO-NIGHT!

COGILL AND SUTTON
ENTERTAINERS.

We beg to remind our numerous readers that to-night is the first performance of these popular entertainers. Judging from the way in which the booking is going ahead there is no doubt, but that the management will have to put up that old familiar sign "House full."

A NEW PILOT STEAMER.

Mr. H. F. Carmichael, of Queen's Buildings, has secured the contract for the construction of a steam pilot-boat for the Licensed Pilot Association of Shanghai, the agreement being signed yesterday by Mr. D. C. Campbell on behalf of the Pilot Association. The vessel is to be built of teak and other hard woods, as being most suitable for the business, and she will be modelled on the lines of the Government launch *Stanley*, which was also designed by Mr. Carmichael and is one of the smartest craft in the Harbour waters. The *Stanley* has a speed of 12 knots; the new steam-boat will have a bowrider beam and a speed of 9 knots. The dimensions are 130 feet between perpendiculars, by 24 feet beam, by 13 feet depth. The deck-houses will be of teak; these consisting of the captain's room, smoking-room, and dining-room, for hot weather, with bath-room, lamp-room, store-room, European and native galleys. She will have accommodation below, all first-class, for fourteen persons; the saloon is situated forward, and the crew's quarters are aft. The new vessel will have the distinction of being the first pilot steamer in the East.

THE PLAGUE.

Number of cases reported
up till noon of the 25th
February, 1902..... Chinese..... 1
Other Asiatics..... 0
Europeans..... 0
Number of cases reported
during the past 24 hours..... Chinese..... 1
Other Asiatics..... 0
Europeans..... 0

Total number of cases reported to date..... 2

Number of deaths reported
up till noon of the 25th
February, 1902..... Chinese..... 1
Other Asiatics..... 0
Europeans..... 0
Number of deaths reported
during the past 24 hours..... Chinese..... 0
Other Asiatics..... 0
Europeans..... 0

Total number of deaths reported to date..... 1

NEWS FROM VLADIVOSTOCK.

A Vladivostock correspondent under date the 20th ult. writes that during last year 46,631 persons of different nationalities departed from that port, foreigners who arrived during the same period being 74,511.

Six Russian concerns have recently been organized with the object of working gold mines in Hellangyang territory, and these bodies are waiting the approval of the Chinese Government though the Russian Minister. There are many other Russians desiring to commence mining operations in the same district.

It is a well-known fact that the Chinese Eastern Railway Company intends to defray a considerable sum of money for the completion of its route. A journal in Vladivostock mentions that 160 million roubles were spent between 1895 and 1901 for this object.

The establishment of a commercial college is now on foot in Vladivostock. At the suggestion of the leading merchants a meeting was held in the rooms of the Russo-Chinese Bank recently, when the mayor of the port submitted a bill for establishing a commercial school, which was eventually supported by those present, and contributions ranging from 2,000 to 3,000 roubles were immediately offered.

Mr. Kawakami, Japanese Commissioner, held a conference on the 27th ult. of Japanese residents to consider education, sanitary, and Japanese cemetery undertakings. Committees were appointed to investigate into these matters. It is expected that these affairs will easily be settled, as there are no objections to the schemes.—*Nagasaki Press*.

THE "NUDITY" CURE.

While medical science is painfully and laboriously winning its way to the goal of exactitude, a large field of the partly known of the unknown lies in possession of quacks. So far as the world at large is concerned, there appears to be no method of so-called "cure" too grotesque, too revolting, too meretricious to be swallowed—and paid for—in wholesale quantities by the vulgar. One pretender advertises to cure "rheumatism" by means of a magic ring, and straightaway he vends his fraudulent wares by the bushel. Another puffs a "cure all" in the shape of a worthless belt, and money forthwith pours into his coffers, while the highly qualified University graduate works hard for a bare living. At any rate the qualified man has the satisfaction of knowing that the poverty is that of an honourable gentleman. The "nudity cure" is a parasitic crassness of Austrian origin. It is described as a method whereby neurasthenic patients are exposed to air and sun in a costume composed of "a hat and short trunks." Thickets are carefully arranged so as to separate the sexes, and the treatment is "completed" by a combination of baths, massage, gymnastics, games, and vegetarianism. The scheme appears to be a grotesquely eccentric variation of the open-air treatment which has been tried, but in the fantastic "nudity" fashion of strictly commercial lines. The attempt to attach a cumulative element to the fig-leaf garb of our first parents in the garden of Eden is well worthy of the business-like ingenuity of the latter-day regular "medical" practitioners.—*Medical Press*.

COTTAM & CO. DENNIS DRIVING
GLOVES for the RACE.

THEFTS OF CARGO.

SENSATIONAL DISCLOSURES IN THE
TIENTSIN COURT.

TIENTSIN, 24th February.

Yang Tsu-ping, commander of the Taku Tug and Lighter Company, has been brought before the Tientsin Yamen (a kind of Mixed Court) charged with instigating and abetting an organized system of robberies from lighters, extending over some years.

The proceedings in court have led to most sensational revelations, showing a complete scheme of systematic plundering. Native boatmen employed on board the lighters of the Tug & Lighter Co., have given evidence alleging that the commander was in the robbery, and that while they were paid salaries ranging from twenty dollars each per month down-wards, they were paying the commander some thirty and some forty dollars a month for the privilege of working on the lighters. The money was of course made up from proceeds of thefts, and in addition to recouping themselves for what they paid him, they made handsome profits themselves.

This pilferage of cargoes has long been a serious grievance.

The case stands adjourned, and it is thought others will be implicated.—*Shanghai Times*.

DEVELOPING THE EMPIRE.

HOW THE VICTORIA NYANZA
RAILWAY WAS MADE.

It seems astonishing that so great a monument to the daring and resource of British character as the completion of a railway to the Victoria Nyanza should not have produced something in the way of national recognition.

Taken first and last, from the discovery of the Lake in 1818, down to the making of the great commercial highway of to-day, the whole achievement is worthy of no term less than magnificent. Here we see the result of half a century of tremendous effort. And it is to be doubted whether any other race in the world could show a parallel to this last of the "deeds that made the Empire."

During something under six years those in charge of the operations connected with the railway have had to undergo every danger and discomfort of which the Dark Continent is the prolific mother.

The life had to be laid through a region of malaria of the most fatal variety. Then followed the work of pioneer engineering up the long ascent to the healthier tableland. Through deadly swamps and through tropical forests the line was pushed forward with extraordinary swiftness. The average speed with which the work went forward was something like nine to twelve miles a month.

DIFFICULTY ON DIFFICULTY.

We must not forget that among the difficulties to be faced were the attacks of hostile and dangerous tribes, and the bridging of wide and rapid rivers. These are the baldest facts of the matter; but where are we to borrow words to describe the round of constant effort, the fortitude that met danger and endured suffering while still remorselessly pushing forward the giant project?

It would seem, moreover, that this huge work, which is destined to play its own part in the redemption of Africa, has been accomplished at the relatively small outlay of between four million and five million pounds.

We of 1902 now see something of the result towards which the explorers of 1837 and 1858 were striving. Surely it is only common gratitude to recall those who, though now dead and gone, in their time bore their own portion of the burden and heat of the day.

It was in June 1837 that an officer in the East India Company's service applied for leave of absence, and employed that leave in fighting his way through the Central African jungle to seek the lakes beyond the Usagara mountains. At that time those lakes were regarded as something in the light of fables. With a grant of £1,000 from the Royal Geographical Society, this young man, who was even at that time well known to the world of science and scholarship as Captain Richard F. Burton, started, with Captain Speke as his companion, on a journey which would lead him through the country of hostile and savage tribes, of some of the sickliest of the continent, to the unknown interior.

Starting from Zanzibar, he marched with his party over pestilential swamps to the foot of the Usagara mountains. From there they began the ascent to the higher levels, and there followed a time of tremendous difficulty as they fought their way up and down those monotonous ranges.

A PERILOUS JOURNEY.

At this stage of their journey they came across many corpses and victims of local disease, and both Burton and Speke suffered much from sickness themselves.

When they reached the furthest range of the mountains they rested for a little.

Then on again, through the heat of a great equatorial jungle, to Kazebe.

After nearly seven months of travelling they reached M'balli, and there Burton became partially paralysed as well as almost blind, the results of the terrible malaria of the swamps through which they had passed.

But when he seemed to recover they pushed on again, and by the middle of the next month (February 1859) the long struggle was crowned by the discovery of Lake Tanganyika, lying in the lap of the mountains, basking in the gorgeous tropical sunshine.

And this is the spot—Ujiji, on the "Sea of Ujiji," or Lake Tanganyika—which has quite lately been connected by telegraph with Capetown.

To return to the direct subject of the Mombasa Railway to Lake Victoria Nyanza, Burton and Speke, in course of time reached Kazebe again on their return journey, and there Burton

disabled and blind as he was, arranged to remain, while Speke went out again into the wilderness to seek for the other unknown lake, which we now know by the name of the Victoria Nyanza. Some weeks later, Speke rejoined Burton with the news that he had found an immense sheet of water.

Thus the fable of the great lakes was turned in to fact.

To-day, in the Mombasa Railway and in the telegraph to Tannanyika, we see the results of which the foundations were laid by the hardy pioneers who so long ago struggled and toiled through the difficulties of Africa.

ENGLAND AND AMERICA.

THE RELATIONS BETWEEN THE TWO
COUNTRIES.

The most trustworthy estimate of American opinion regarding the furtherance of amicable relations between England and America is not always to be obtained from the politenesses of diplomats nor from the compliments exchanged at a banquet, but from what American editors are not afraid to print. Many personal views have been published from English sources, but on this side the reply has so far been exceedingly small—for the good and sufficient reason that there is no subject on which an American editor has had to be more certain of his audience. The "plain talk" here quoted from Mr. Drexler's *Public Ledger*, of Philadelphia is, therefore, especially interesting, because his paper is one of the oldest and most conservative in the United States, and as the combined fortunes of the different Drexlers represent a goodly portion of the American money power, the *Ledger* is expected to know and utter the sentiments of those who practically control.

A leader of yesterday says:—"One of the wholesome signs of the last few years is the decay of the foolish sentiment that talked loosely of war with England. It was not unnatural that the war of the Revolution should have left ill-feeling, and that the war of 1812 should have intensified it. Lumber quarrels, lake navigation arguments, and fishery disputes were never long apart. Add to this the natural arrogance of a proud old Kingdom, and the narrow vanity of a juvenile Republic, and few will be surprised at the friction that has arisen. Mrs. Trollope's book on America threw our countrymen into childish rage. Englishmen took umbrage at silly Fourth of July speeches. There was always some offensive newspaper, or some bitter debate, or something over which to wrangle."

A list follows of the difficulties dispersed by the "good sense of both nations," and concerning which "botheads called for blood." "But that sort of thing has gone out of fashion. A large element of our population sympathizes with the Boers, but the general trend of expression contrasts favourably with the wild talk of a generation ago. Once, if the British Government put down a marauding tribe on the Indian frontier or sent a gunboat against the Malay pirates some one yelled and did all in his power to make the Eagle scream. To-day the good sense of the Republic teaches us that we had better solve problem of the Philippines, and make several improvements in the West Indies before we enter into hostilities with Great Britain over the South African question."

"The calmness over the Nicaraguan Canal is another case in point. . . . The immense number of Englishmen who are settled in this country, the ever-growing colony of Americans in England, the English investment in our securities, the business and personal correspondence between the nations forbid the thought of war. Quicker transit, better mail services, and the submarine cables have drawn us so close together that we can hardly believe that the two nations once fought a great battle after they had signed a treaty of peace. London and New York are nearer to-day than Washington and New Orleans were in 1875. If the Atlantic is less wide than it was, the Atlantic is the greatest of the barriers, for in all parts of the world, the inferior races look on the Americans and English as one people."

"With or without British sympathy we should have defeated Spain. But the war was shortened and the enemy disheartened at the outset by the knowledge that no Spanish cruiser could buy a ton of coal in any English port. The moral was clear—ostensibly the English were neutral really they wished to see the Americans win; and such a lesson was not lost on Europe, Asia, or the islands of the sea. The whole world saw that in many points, and points of importance, the two great English-speaking nations were one. Washington checked the demagogues who would have plunged us into war with England over the French Revolution; Andrew Jackson used all his influence as President in favour of friendly relations with Great Britain; Ulysses S. Grant poured cold water on some very silly and sputtering fireworks—and it is a lesson of no slight value that three great military Presidents stood for peace in days when crossroad taverns and seaboard rapids shouted for war. Now, with all that is said of large armies and stronger fleets, no one dreams of any collision between the wonderful little island that has lasted for ages, and the marvellous continent that has grown like the prophet's gourd."

On the front page of the same issue is a cable despatch from Berlin quoting the *Kreuz Zeitung* in a wild cry to America to march to the invasion of Canada as a means of suppressing the Boer war; and on the same day some well-known experts on the Irish question gather at a spot not too far from the Hoffman House bar to resolve to call their compatriots together and knock England into a cocked hat; yet, somehow, when by chance ranged alongside Mr. Drexler's synopsis of the true American patriot's views, these other matters seem to be singularly "out of fashion."

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COTTAM & CO. ENGLISH and
AMERICAN SHIRTS, BOOTS, and
SHOES for the RACES.

Auctions.

PUBLIC AUCTION.

HE Undersigned has received instructions from K. W. Mounsey, Esq., to Sell by PUBLIC AUCTION,

MONDAY, the 3rd March, at 11 A.M., within his Residence, No. 2, Goo istan, Conduit Road,

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, comprising—
DOUBLE and SINGLE IRON BED-STEADS, MARBLE TOP DRESSING-TABLES, TEAKWOOD SLEIGH-BEDS, WARDROBES, CANTON BLACKWOOD TABLES, CHAIRS, BOOKCASE, CANNES, FLOWER STANDS, and WRITING DESKS, CARPETS, RUGS, ENGRAVINGS, DESSERT SETS;

ALSO:
One CROWN DERBY PORCELAIN DINNER SET;

AND
One PIANO specially made for the climate.

TERMS—As Usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 25th February, 1902. [234d]

PUBLIC AUCTION

of VALUABLE LEASEHOLD PROPERTY

situate at YAU-MATI, KOWLOON,

IN 4 LOTS,

FRIDAY, the 14th March, 1902,

at 3 P.M.,

At his Auction Rooms,

by

Mr. GEO. P. LAMBERT, Auctioneer.

LOT 1.—All that piece of ground intended to be registered in the Land Office as Section A of Kowloon Island Lot No. 911.

LOT 2.—All that piece of ground intended to be registered in the Land Office as The Remaining Portion of Kowloon Island Lot No. 911.

LOT 3.—All that piece of ground intended to be registered in the Land Office as Section A of Kowloon Island Lot No. 912.

LOT 4.—All that piece of ground intended to be registered in the Land Office as The Remaining Portion of Kowloon Island Lot No. 912.

Each of the above Lots contains an area of 6,375 square feet or thereabouts.

For further particulars, apply to—

EWENS & HARTON,
Vendor's Solicitors,

or to
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 15th February, 1902. [199d]

Intimations.

NOTICE.

IN view of the intimate connection between PLAGUE and RATS, the Sanitary Board invite the attention of Household to the fact that RAT-CATCHERS supplied with the necessary TRAPS, &c., will be sent to any Domestic Building which is infested with Rats, upon application to the MEDICAL OFFICER OF HEALTH.

By Order,
G. A. WOODCOCK,
Secretary,
Sanitary Board.

Hongkong, 28th December, 1901. [32d]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY MEETING OF SHAREHOLDERS OF the above Company will be held at the OFFICE of the Company, No. 4, Queen's Buildings, on SATURDAY, the 1st of March, 1902, at 12 o'clock (NOON), to receive a statement of accounts to 31st December, 1901, and the Report of the Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from 15th instant, to 1st March, both Days inclusive.

J. WHEELLEY,
Manager.

Hongkong, 12th February, 1902. [186d]

GEO. FENWICK & CO., LIMITED.

THE THIRTEENTH ORDINARY

GENERAL MEETING OF SHAREHOLDERS will be held in the HONGKONG HOTEL, on MONDAY, the 3rd March, at NOON; for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February, until the 3rd March, both Days inclusive.

By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.

Hongkong, 24th February, 1902. [229d]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on THURSDAY, the 6th day of March, 1902, at 12.10 P.M. to receive a statement of accounts to 31st December, 1901, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant, to the 5th March, both Day inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong Fire Insurance Co.,
Limited.

Hongkong, 3rd February, 1902. [157d]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 10% per Share and BONUS of 8% per Share for the Six months ending 31st December, 1901, declared by the Board of Directors, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 25th February, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 25th February, 1902. [232d]

PIANISTA.

SE DESHA an Pianista bulao, Filipino, para un Restaurant, Salario \$500 mens, 41th February, 1902.

SE DESHA an Pianista bulao, Filipino, para un Restaurant, Salario \$500 mens, 41th February, 1902.

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Intimations.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954C

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS:

Stanley Gibbons' Stamp Catalogue; Twentieth Century Inventions, by Sutherland \$ 2.00
Shakespeare's Works in 36 Pocket Volumes 12.50
The Dragon of Pekin, by Brereton 3.25
John Chinaman, by E. H. Parker 5.50
William Pitt, by G. P. 3.25
Belaguered Pekin, "The Yellow Crime," by Colman 4.50
Diary of the Siege of Leningrad, by Mackie 3.25
A Doctor in Khaki, by Fremantle 5.50
The Heart of the Prairie, by Mackie 2.25
Actors of the Century, by Whyte 15.00
Chinese Characteristics, by Smith 4.00
Alice Brown 2.25
Hongkong, 22nd February, 1902. [

Copying somewhat the idea that Graham had developed so successfully, George Hazlett and William Potts, of Buffalo, made a trip through the rapids in a barrel said to be of their own construction, on Sunday, August 8, 1886. The barrel they used more closely resembled the familiar type of barrel, having no unusual features of form.

Two weeks after Hazlett and Potts had made a trip there appeared at Niagara a Boston policeman named W. J. Kendall. The date was August 22, 1886. Unannounced, Kendall went through the rapids to the whirlpool protected by only a cork life-preserver. All previous trips had been announced, but Kendall slipped through with only a few spectators accidentally on the cliffs or bridges to bear witness. For this reason some have felt that the trip was never made, but men of integrity are known who witnessed the performance.

In the same barrel that was used by Hazlett and Potts, Miss Sadie Allen and George Hazlett made a trip through the rapids on November 28, 1886. Miss Allen was the only woman who had ever made the journey through the Niagara gorge.

Next, on August 28, 1887, Alexander Percy, of Niagara Falls, made a successful trip through the rapids to the whirlpool in a boat of his own construction. This led Robert William Flack, of Syracuse, to travel to Niagara to demonstrate the merits of a boat he had built. Percy and Flack signed articles of agreement for a race through the rapids, but Flack was first to show if his craft was seaworthy. On the afternoon of July 4, 1888, Flack made this trip, and he went down to death. Flack's boat was a clinker pattern. In the trip through the rapids it capsize three times, but Flack remained in the boat because he was held there by a harness rigging about his body. It was a frightful spectacle, this trip of Flack's, and was witnessed by thousands of people. The last time the boat capsize was on the final big wave at the entrance to the whirlpool. High in the air, the boat tossed. It stood on end for an instant, and then it toppled over on poor Flack. From the point where the boat capsize it floated about the pool upside down for an hour or more until captured on the Canadian side. Flack was found hanging dead by the strays he had placed there to aid him to save his life.

On July 9, 1900, Peter Nissen, also known as "Bowser," appeared at the falls, and announced his intention of going through the rapids. Nissen was a bookkeeper, and the boat in which he made the trip was built after his own ideas. It was after 4 o'clock when Nissen and his boat came out of an eddy in tow of a rowboat. After being set adrift he got caught in an eddy just above the rapids and had to be started again. Never once did Nissen's boat capsize, for all it was wave-washed frequently. After reaching the whirlpool, Nissen and his boat floated about until captured, when Nissen landed.

Of all men who have won fame at Niagara none was more lasting than that of Blondin, who, on Thursday, May 30, 1859, first crossed Niagara gorge on a tightrope. His cable was stretched over the river at a point now midway between the upper and lower bridges. He made frequent trips thereafter, and on August 14, 1859, he carried Harry M. Colcord across the cable on his back. Blondin also crossed the gorge in 1860 in which year his cable was stretched over the whirlpool rapids below the old railway suspension bridge, since replaced by a steel arch. He walked with baskets on his feet, performed on stilts, cooked his meals on the rope. On September 8, 1860, Blondin walked for the Prince of Wales, now King of England, and on this occasion he also carried Colcord on his back.

It was in July, 1876, that Maria Spelterina crossed the gorge on a tight rope. She is the only woman who has ventured this feat, and in all her performances she was watched by great crowds. Her rope was stretched over the rapids where Blondin last walked. She won great favor.

Still another who performed on a tight rope at the falls was a man named Jenkins, who stretched his cable across the gorge over the rapids. One of his principal feats was to cross from cliff to cliff on a machine that resembled a velocipede, his balance pole being held by an arrangement under his feet.

On June 22, 1887, Steve Peere, a painter, walked across the gorge on a wire cable six-eighths of an inch in diameter, stretched between the old suspension bridge and the cantilever bridge. His was, indeed, a wonderful performance, considering all the others had used a rope two inches in diameter. On June 25, 1887, Peere was found dead on the bank beneath his rope, the supposition being that he had attempted to walk it at night.

SMALLEST MONKEY IN THE WORLD

The latest fad in New York in the way of pets is the pocket monkey. It is only about two years since the little fellow made his first appearance in the United States in his present capacity, but now his popularity has become so great that the men who make a business of catering to the whims of the people who like pets say that the demand for the pocket monkey is five times as great as the supply. The pocket monkey is a native of Brazil, and perhaps the smallest member of the Simian species known, being about five inches long, but with a tail that is sometimes three times as long as his body.

"We can't get enough of them," said a man who makes a business of selling pets. "I have one here that I have been offered a hundred dollars (200) for, but the average price is twenty-five dollars. They are the finest little acrobats I've ever seen. For instance, here's a cage made on purpose for a pocket monkey. You will notice that it resembles a miniature

gymnasium. There are trapezes, horizontal bars, and all sorts of things of that kind. Now if a pocket monkey didn't find them in his home he would be heartbroken. Of course, they don't perform just whenever one wants them to, but in the morning, just after they have waked up, you will find them actively engaged in doing all sorts of gymnastic facts."

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *India*, connecting with the steamer *Chusan*, at Colombo, from London, Jan. 10.—To Yokohama: Mrs. Wheeler, Messrs. E. Macaulay, J. Ramsden To Shanghai: Messrs. J. Macgregor, Corrie and Sergeant Carbery. To Hongkong: Messrs. Whitlow, D. M. MacKenzie, Staff Sergeant and Mrs. J. Biles and 5 children. To Singapore: Mr. and Mrs. McCulloch, Staff Sergeant W. Drage, Mr. P. Stewart, Miss Hann, Lady MacKay, Miss Mackay, Staff Sergeant and Mrs. R. Buckenham, Messrs. A. R. Bain, W. H. Hill, Sergeant and Mrs. W. R. Potts. To Penang: Messrs. F. C. Mair, D. Douglas. From Marseilles, Jan. 17.—To Yokohama: Messrs. G. E. Henderson, J. Warrall and Warrall (3). To Shanghai: Messrs. Railton, W. Cowan, Dr. A. Moore, Lieut. N. R. Anderson. To Hongkong: Messrs. C. M. Gordon, C. J. Barnes, F. P. Adams and Charles Lefrentz. To Singapore: Mr. and Mrs. E. W. Ewert, Messrs. W. C. Cadell, W. Hutton, O. Marks and J. D. Kemp. Port Said.—To Shanghai: Messrs. A. Henderson and W. Reid.

Per P. and O. steamer *Oceana*, connecting with the steamer *Oriental*, at Colombo, from London, Jan. 23.—To Yokohama: Misses Walford and Gore. To Hongkong: Sergeant and Mrs. F. H. Ashford, Sergeant and Mrs. Marsh and child, Corporal Dixon, Mr. and Mrs. W. T. Blake and 4 daughters, Messrs. R. B. Garde, J. H. Hardy, Mr. and Mrs. Savage and 2 children, Lance-Corporal Jenkins. To Manila: Mr. G. Ellis. To Singapore: Sergeant and Mrs. H. W. Martin and 6 children, Messrs. S. Sowden, J. C. Dumbleton. To Penang: Dr. and Mrs. Aveston, Miss Bargehope and child. From Marseilles.—To Hongkong: Mrs. Magowan. To Penang: Mr. R. H. Chappel. From Colombo.—To Shanghai: Mr. Meyer. To Hongkong: Misses Ewart and Charlton.

Per P. and O. steamer *Brilliant*, connecting with the steamer *Coromandel*, at Colombo, from London, Feb. 6.—To Shanghai: Rev. and Mrs. Cornaby and 2 children, Mr. and Mrs. F. H. Armstrong and 2 children Mr. J. T. Pearson. To Singapore: Mrs. W. D. Fisher and child, Misses L. Morgan and Donald. To Penang: Mr. T. A. Kennard. From Marseilles.—To Hongkong: Mr. and Mrs. R. de R. Lurgard and child. To Singapore: Messrs. L. Hoefel, A. H. Ryder. From Port Said.—To Yokohama: Dr. Stapleton.

Per Messageries Maritimes steamer *Oceanien*, from Marseilles, Jan. 19.—To Yokohama: Messrs. R. Pescio, de Kehrberg. To Haiphong: Mr. J. Gonchaux, Mr. and Mrs. Thorel and Mrs. Bonne.

Per Messageries Maritimes steamer *Annam*, connecting with the steamer *Ernest Simons*, at Colombo, from Marseilles, Jan. 26.—To Shanghai: Messrs. H. Roth, J. D. Stirling. To Haiphong: Mr. G. Camier, Mrs. Stupp, Mr. D. Audis. To Saigon: Mr. and Mrs. A. Siré, Mr. and Mrs. Grematy, Mr. Otto Sixt, Mrs. Jourdain and 2 children, Mrs. Huron, Mr. R. Mille, Colonel de Mussy. To Singapore: Messrs. R. W. Braddell and J. Lammer.

Per Messageries Maritimes steamer *Ernest Simons*, from Marseilles, Feb. 9.—To Shanghai: Messrs. Dressing, Paul Serre. To Saigon: Mr. Claude, Mr. and Mrs. Gaymard. To Singapore: Mr. H. N. Ridley.

Per Norddeutscher Lloyd steamer *Bayern*, from Bremen, Jan. 23, and Southampton, Jan. 28.—To Yokohama: Rev. and Mrs. W. Field and 2 children. To China: Mr. McMahon, Mr. and Mrs. Mueller. To Shanghai: Miss R. Elwin, Mr. and Mrs. Dennis Mullen, Misses Godson, Pressagh, Mrs. Ophrane and children, Miss Overden. To Hongkong: Mr. Robertson, Miss E. M. Brooks, F. Coleman. To Bangkok: Miss Cox. To Singapore: Mrs. Napier and child, Mr. and Mrs. W. Cumming and children, Mr. and Mrs. R. W. Brown, Miss Lind. To Penang: Miss Jones. From Colombo.—To Yokohama: Mrs. Seya.

Per Norddeutscher Lloyd steamer *Stuttgart*, from Bremen, Feb. 6, and Southampton, Feb. 11.—To China: Mr. Johnston, Mr. and Mrs. Fraser, Messrs. Moorhead, Jones, Campbell, Houston. To Singapore: Mr. Collyer.

Per Rotterdam Lloyd steamer *Gede*, from Rotterdam, Jan. 17.—To Batavia: Mr. C. Voute. From Marseilles: Messrs. G. W. van Lommel, G. R. Brouwers, S. E. P. A. van Haften, J. A. Roukens, J. A. Spoor, J. Brunger, P. D. A. Frankamp, Mr. and Mrs. H. L. K. M. Schieffels, Mr. D. J. C. van Reenen, Dr. J. B. van Leent, Messrs. P. M. Schreuders, J. A. Verploegh Chasé. Mrs. Arnold van Duijn and 3 children, Messrs. W. van Holst, Peljkaan, P. A. F. Blom, P. B. van Staden ten Brink, G. J. Bloem, P. J. A. van Mourik, Miss M. J. E. A. V. N. Schieffels, Messrs. F. A. Noy, J. M. Proy, A. v. d. Meo and N. Hendriks.

Per Nippon Yusen Kaisha steamer *Awa Maru*, from London, Jan. 17.—To Yokohama: Professor J. Iijima, Messrs. R. Greig, A. Smith, G. Aso, K. Shida, Suzuki. To Kobe: Mrs. Hare and child, Professor Sakurai. To Shanghai: Mr. and Mrs. F. B. Hart and son, Mrs. Mott Duncan, Mrs. Shorrock and child, Mr. Callen, Mrs. Reynell and child. To Hongkong: Dr. and Mrs. E. R. Laing, Dr. W. Hunter, Mr. J. Cotter, Mr. and Mrs. E. Udall and family. To Bangkok: Mr. E. P. Kemp. To Singapore: Mr. and Mrs. J. Toyne, Mr. and Mrs. E. Broadrick, Mrs. S. Mildred and child, Mrs. Hamilton and children, Miss Villiers Taylor, Messrs. G. Whitty, A. Powdall, J. Lloyd, E. Hatch, A. Barlow, J. Blake. To Penang: Mr. and Mrs. J. Bows and child and Miss King.

G. GIRAULT NOVELTIES, BEAUTIFUL DOLLS, PLEASANT PARLOUR GAMES, CROQUET, &c. &c.

G. GIRAULT CRYSTALIZED FRUITS, ROSE, MAROONS, GLASSES, a most splendid assortment. 1902.

THE CONNAUGHT HOUSE, QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

J. H. WAINWRIGHT, Manager. [1339c]
TERMS MODERATE.
Hongkong, 7th December, 1901.

GO TO THE KOWLOON HOTEL, KOWLOON.

J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.

Under entirely new management.

J. LACOCK.

"BOA VISTA," (HOTEL SANITARIUM OF SOUTH CHINA), MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager. [1075c]
Telegraphic Address: "BOA VISTA."

METROPOLE HOTEL.

Convenient distance from town, delightful situation.

BOARD AND RESIDENCE.

Intimations.

QUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK). ESTABLISHED, 1864.

PAID UP CAPITAL \$2,000,000. U.S. Gold.
SURPLUS AND UNDIVIDED PROFITS \$4,644,514

TOTAL \$6,644,514

Head Office: NEW YORK.

Directors: Samuel D. Babcock, George F. Baker, August Belmont, George S. Bowdoin, Frederic Cromwell, Walter R. Gillette, E. H. Harriman, G. G. Haven, R. Somers Hayes, Charles R. Henderson, Harry Payne Whitney.

Walter G. Oakman, President. Adrian Iselin Jr., Vice President. Henry A. Murray, 3rd Vice President. Wm. C. Edwards, Treasurer. F. C. Harriman, Assistant Treasurer.

London Committee: Arthur John Fraser, (Chairman), Donald C. Halldeman, Honorable Levi P. Morton.

LONDON OFFICE: 33 and 35, Lombard Street, E.C. R. C. Wyse, Manager.

LONDON BANKERS: PARR'S BANK, LIMITED.

A BRANCH of above Company has been established at No. 4, DES VIGUE ROAD, Hongkong, for the Transaction of Banking and Exchange Business. Hongkong, 31st January, 1902. [128d]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAHTJEN'S GENUINE COMPOSITE & RED HAND BRAND PATENT GREY PAINT, DAINLERS PATENT MOTOR LAUNCHES, &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES. Hongkong, 14th May, 1902. [13]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. Nautical Instruments. Sole Agents for Louis Audemars, who awarded the highest Prize at every Exhibition and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES, Nos. 54 & 56, Queen's Road Central. [37]

HONG SING, 8, Beasconsfield Avenue.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfittings. Hongkong, 30th August, 1901. [60c]

NOTICE.

THE SECOND VOLUME OF BOX'S EXCHANGE TABLES, with Rates of 1/16ths from 1/10 to 1/16, is now in the bookbinders' hands and will be published next week. These Tables, which run in columns of 100, from 1/100 down to 1/10, and from 1/10 down to 1/100 or from 1/100 down to 1/10, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/10 to 1/16.

£879. 0. 0 = \$9,561. 926
17. 11. = 9. 745
\$9,571. 671

whereas with the other exchange books the process would be as follows:—
£800. 0. 0 = \$8,702. 550
70. 0. 0 = 761. 473
17. 0. 0 = 97. 904
17. 0. 0 = 9. 247
11. 0. 0 = 0. 497
\$9,571. 671

or to reconvert the dollars into sterling at the same rate of exchange:—
\$9,000.00 = £827. 6. 8
571.00 = 52. 9. 11
= 1. 2. 13
£829. 17. 11.00

but by other books it would be:—
\$9,000.00 = £827. 6. 8
500.00 = 45. 19. 3. 4
70.00 = 6. 8. 8
1.00 = 1. 10. 1
= 1. 1. 3
= 1. 1. 9
= 1. 1. 1
£829. 17. 11.00

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully checked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Subscriptions for this and the previous volume, may be sent to the Daily Telegraph Office, Price 50c per copy. Hongkong, 10th February, 1902. [172d]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1902. [21]

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. THE CHRISTIAN BROTHERS, Hongkong, 22nd November, 1901.

C. E. WARREN, BUILDING CONTRACTOR.

WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agents for MOSAIC TILES. Price on Application. [158c]

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KAGA MARU* { VICTORIA, B.C. and SEATTLE, U. S. A. via MOJI, KOBE and YOKOHAMA } To-morrow, 27th Feb., at 4 P.M.

KASUGA MARU { SYDNEY and MELBOURNE, via MANILA, THURSDAY TOWNSVILLE and BRISBANE, } To-morrow, 27th Feb., at 4 P.M.

AWA MARU { KOBE and YOKOHAMA } FRIDAY, 28th Feb., at Daylight.

KUMANO MARU { NAGASAKI, KOBE and YOKO- HAMA } FRIDAY, 28th Feb., at Noon.

MIKE MARU { BOMBAY, via SINGAPORE and COLOMBO } FRIDAY, 28th Feb., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 22nd February, 1902. [5]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th March, 1902, at 1 P.M., the Company's Steamship "SYDNEY," Captain Riquier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 2 P.M., on the 9th March. (Parcels are not to be sent on board, they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent. Hongkong, 25th February, 1902. [1004c]

To be Let.

FOURTEEN EUROPEAN HOUSES, Nos. 14, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, and 48, LEIGHTON HILL ROAD. Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. Hongkong, 22nd February, 1902. [224d]

TO LET.

THE BUNGALOW, "CREGGAN," at the Peak, Six Rooms. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 18th February, 1902. [212d]

TO LET.

GROUND FLOOR of GODOWN No. 3, New Praya, Kennedy Town. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st February, 1902. [172d]

TO LET.

HOUSES in CLIFTON GARDENS, COMBUT ROAD, GODOWNS at BLUE BUILDINGS, HOUSES at CAUSEWAY BAY, facing the Polo Ground. A HOUSE in RIFON TERRACE, "THE RETREAT," MOUNT KELLET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 11th January, 1902. [209c]

TO LET.

"CRAIGMIN WEST" MAGAZINE GAP. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 6th January, 1901. [26d]

EDUCATION: WEL-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines. Pupils prepared for the Public Schools, the Royal Navy, and for commercial life. Bracing climate. Healthy situation, facing South. Half term, March 15th. Summer term begins May 5th. PRINCIPALS: HERBERT L. BEE, London University, L.C.P. (Former Assistant Master of Trinity College, Cornwall). CHAS. E. BEE, London University, L.C.P. (Late of Queen Elizabeth's Grammar School, Exeter). [24th February, 1902.]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"SZECHUEN"	27th February.
MANILA.....	"TAIYUAN"	28th February.
TIENTSIN.....	"SUNGKIANG"	1st March.
do.....	"SINGAN"	1st March.
SHANGHAI.....	"WHAMPOA"	4th March.
MANILA.....	"TSINAN"	6th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.....	"TSINAN"	6th March.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW AND LIVERPOOL.....	"CALCHAS"	26th February, 1902.
" "	"NESTOR"	6th March, " "
" "	"DARDANUS"	12th " "
" "	"PROMETHEUS"	19th " "

HOMEWARDS.

FOR LONDON.

"AJAX".....	4th March, 1902.
"ULYSSES".....	18th " "
"ANTENOR".....	1st April, " "
"DARDANUS".....	15th " "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"TYDEUS"..... 15th Mar., 1902.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAVELLI," will be despatched for PORTLAND (OR.) on or about the 20th March.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
Hongkong, 24th February, 1902. [1265c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI.....	"DAIJIN MARU"	T. Ogata.....	SUNDAY, 2nd March.
FOR ANPING.....	"MAIDZURU MARU"	T. Saito.....	WEDNESDAY, 5th March.
FOR TAMSUI.....	"DAIGI MARU"	T. Kikano.....	SUNDAY, 9th March.
FOR FOCHOW.....	"ANPING MARU"	K. Suzuki.....	WEDNESDAY, 12th March.

* Via SWATOW and MOY.

The Company's new steamers are specially designed for the Post trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents. [1379c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING"

Captain J. G. Spence, will be despatched for the above Ports, on SATURDAY, the 1st March, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 25th February, 1902. [212d]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIC"

Captain Schmitz, will be despatched for the above Ports, on or about SATURDAY, the 1st March.

For Freight or Passage, apply to

P. DE CHAMPORIN,
Acting Agent.
Hongkong, 25th February, 1902. [1002c]



TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons,

Captain Tate, will be despatched hence for MANILA, on or about MONDAY, the 3rd March, at 11 A.M.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.
Ice House Street.
Hongkong, 18th February, 1902. [171d]

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU,"

(3,873 Tons Gross, Captain H. Fraser),

will be despatched for the above Port, TO-MORROW, the 27th instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.
Hongkong, 21st February, 1902. [220d]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENHARRY"

Captain J. S. Stevenson, R.N.R., will be despatched as above on SATURDAY, the 1st March.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Hongkong, 24th February, 1902. [114d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, TUNIS, AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE"

Captain Mitts, will be despatched as above on SATURDAY, the 15th March, P.M.

This steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.
Hongkong, 21st February, 1902. [170d]

Shipping.

STEAMER.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched as above TO-MORROW, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th February, 1902. [160d]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895. [25]

Intimations.

Sabang-Bay Harbour and Coal Co., Limited.
Fulo Weh, North Sumatra.
Cable-Address:—"ARCOAL, SABANG."

THIS Company supply best Welsh, Bengal and Umbilical Coals at current rates.

Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide.

Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance, close to the shore.

The company execute ship and marine engine repairs of all descriptions under the superintendence of experienced European Shipwrights and Engineers, at moderate prices, and October, 1901. [1008c]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

S. J. GODWIN,
Acting Manager.
Hongkong, 29th January, 1902. [59]

Masonic.

EOTHEN MARK LODGE,
No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, Zetland Street, on FRIDAY, the 28th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 21st February, 1902. [223d]

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, Zetland Street, on SATURDAY, the 1st March, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 24th February, 1902. [226d]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.
Hongkong, 20th February, 1902. [1]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"KÖNIGSBERG"

Captain Mayer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forward unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 21st February, 1902. [221d]

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARAGONIA"

Captain Forst, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 3rd March, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd March, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 24th February, 1902. [227d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"CEYLON"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Arabis*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 2nd March, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWITT,
Superintendent.
Hongkong, 24th February, 1902. [14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"TIENTSIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, &c. B. I. S. N. and B. & P. S. N. Co's Steamers.

Goods not cleared by the 2nd March, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWITT,
Superintendent.
Hongkong, 24th February, 1902. [14]

Intimations.

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1854,
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOMETERS.
TRADE MARKS:
MAXIM, BERNA, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. [526c]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE—SIX MILLION BOXES. 50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—
WATKINS, LIMITED,
APOTHECARYS' HALL, 66, QUEEN'S ROAD CENTRAL, HONGKONG. [12]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1898. [45]

"Sanitas" Disinfecting Fluid

COLOURLESS, FRAGRANT, NON-POISONOUS. ALSO POWDER, SOAPS, EMBROCATION, &c.

"HOW TO DISINFECT" Book sent FREE on application. Of all Chemists, and The "SANITAS" Co., Ltd., Bethnal Green, London.

Hongkong, 22nd September, 1898. [45]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, QUEEN'S ROAD CENTRAL.
Hongkong, 3rd January, 1901. [26]

For Nervous Exhaustion

Post Office.

Mail will close:-

For Canton—Per *Hankow*, to-morrow, the 27th instant, at 7.30 A.M.
 For Hongkong—Per *Hankow*, to-morrow, the 27th instant, at 9 A.M.
 For Hongkong and Haiphong—Per *Hankow*, to-morrow, the 27th instant, at 9 A.M.
 For Swatow and Hongkong—Per *Rajaburi*, to-morrow, the 27th instant, at 9 A.M.
 For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Guthrie*, to-morrow, the 27th instant, at 11 A.M.
 For Manila—Per *Taiwan*, to-morrow, the 27th instant, at 11 A.M.
 For Swatow and Tientsin—Per *Fusang*, to-morrow, the 27th instant, at 11 A.M.
 For Macao—Per *Hankow*, to-morrow, the 27th instant, at 1.15 P.M.
 For Kumbuck and Samshui—Per *Tung-kong*, to-morrow, the 27th instant, at 3 P.M.
 For Kumbuck, Hongkong, Victoria, (B.C.) and Seattle—Per *Tung-kong*, to-morrow, the 27th instant, at 3 P.M.
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kasuga Maru*, to-morrow, the 27th instant, at 3 P.M.
 For Shanghai—Per *Seichuan*, to-morrow, the 27th instant, at 4 P.M.
 For Canton—Per *Potomac*, to-morrow, the 27th instant, at 5 P.M.
 For Swatow, Amoy and Tientsin—Per *Formosa*, to-morrow, the 27th instant, at 5 P.M.
 For Canton—Per *Hankow*, on Friday, the 28th instant, at 7.30 A.M.
 For Bangkok—Per *Hankow*, on Friday, the 28th instant, at 9 A.M.
 For Nagasaki, Kobe and Yokohama—Per *Kumano Maru*, on Friday, the 28th instant, at 10 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Galle*, on Friday, the 28th instant, at 11 A.M.
 For Shanghai—Per *Whampoa*, on Friday, the 28th instant, at 4 P.M.
 For Tientsin—Per *Sungkiang*, on Friday, the 28th instant, at 4 P.M.
 For Hongkong and Bangkok—Per *Dive-wong*, on Friday, the 28th instant, at 5 P.M.
 For Europe, &c., India, via Tientsin—Per *Chusan*, on Saturday, the 1st Mar., at 10.45 A.M.
 For Singapore, Penang and Calcutta—Per *Lightning*, on Saturday, the 1st Mar., at 2 P.M.
 For Swatow, Amoy and Tientsin—Per *Daikin Maru*, on Sunday, the 1st Mar., at 5 P.M.
 For Manila—Per *Rosetta Maru*, on Sunday, the 1st Mar., at 5 P.M.
 For Europe, &c., India, via Tientsin—Per *Sachsen*, on Wednesday, the 5th March, at 11 A.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane and Sydney—Per *Tinian*, on Thursday, the 6th March, at 4 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 12th March, at 11 A.M.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lososus, Hongkong, Canton, and Macao Steamboat Co.
Hongkong, British steamer, 1,377, B. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powai, British steamer, 1,373, A. N. Patten, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,452, C. V. Lloyd, Butterfield & Swire.
Hongkong, Chinese steamer, 400 tons, Canton, Chi Wo & Co.
Tai-on, British steamer, 725, J. Lawrence, Tai On Steamship Co.
Pak Koi, British steamer, Kwong Wan S.S. Co.
Kong Nin, British steamer, T. Ansin, R.N.R., Chinese Owned.

Hongkong and Macao.
Hongkong, British steamer, 1,373, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
Hongkong, British steamer, 1,373, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.
Lung Nin, British steamer, 1,411, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kong Nin, Chinese steamer, 523, R. J. Macleaze, China Merchant Steam Navigation Co.

Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Satun, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
ARIEL, Norwegian steamer, 994, Ch. Rafen, 23rd Feb.—Canton 22nd Feb, General—Chinese.
ARNOLD LUYKEN, German steamer, 1,032, Paysen, 15th Feb.—Moi 6th Feb, Coals.—Mitsui Bussan Kaisha.
BAIKAL, Russian steamer, 1,121, Kashkin, 13th Jan.—Manila 9th Jan, Ballast.—Order.
BRAND, Norwegian steamer, 1,519, John Thorsen, 12th Feb.—Singapore 29th Jan, Timber.—Doddwell & Co., Ltd.
CARL DIERCKHOF, German steamer, 774, H. Bendixen, 6th Feb.—Haiphong 30th Jan, and Hoihow 5th Feb, General.—Jensen & Co.
CHELYDRA, British steamer, 1,574, R. Cox, 23rd Feb.—Moi 17th Feb, Coal.—Jardine, Matheson & Co.
DAPHNE, German steamer, 1,291, E. Schipper, 1st Feb.—Swatow 31st Jan, Ballast.—Siemens & Co.
DECIANA, German steamer, 794, H. Schalkier, 20th Feb.—Saigon 15th Feb, Rice.—Sander, Wiener & Co.
DEVAYONG, German steamer, 1,057, H. Haysen, 22nd Feb.—Bangkok 13th Feb, General.—Butterfield & Swire.
EASTERN, British steamer, 3,500, Winthrop Ellis, 20th Feb.—Sydney 28th Jan, Townsville 1st Feb, Cooktown 2nd, Port Darwin 8th, Timor 10th, and Manila 17th, General.—Gibb, Livingston & Co.
ELSA, German steamer, 1,702, P. Schonwand, 20th Feb.—Moi 14th February, Coal.—Shewan, James & Co.
EMPEROR OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb.—Vancouver via Paiton 27th Jan, and Shanghai 17th, Mails and General.—C. P. R. Co.
ERICA, German steamer, 1,207, C. Zindel, 24th Feb.—Moi 19th Feb, Coal.—Jensen & Co.
EROS, Norwegian steamer, 709, Reutz, 24th Feb.—Bangkok 5th Feb, Rice.—Chinese.
GALIC, British steamer, 2,691, William Finch, R.N.R., 20th Feb.—San Francisco 21st Jan, Honolulu 25th, Yokohama 11th Feb, Kobe 12th, Nagasaki 15th, and Shanghai 17th, Mails and General.—O. & O. S. S. Co.
GUTHRIE, British steamer, 2,500, W. G. McArthur, 21st Feb.—Kobe 16th Feb, General—Jardine & Co.

HEIM, Norwegian steamer, 758, A. Eriksen, 25th Feb.—Saigon 18th Feb, Rice.—Sander, Wiener & Co.
HINSANG, British steamer, 1,537, P. M. B. Lake, 6th Feb.—Moi 31st Jan, Coal.—Jardine, Matheson & Co.
HOIHO, French steamer, 509, M. Merlees, 21st Feb.—Hoihow 20th Feb, General.—A. R. Marty.
KAGA MARU, Japanese steamer, 3,800, J. W. Eckstrand, 17th Feb.—Seattle, U.S.A. via Japan and Shanghai 14th Feb, General.—Nippon Yusen Kaisha.
KASUGA MARU, Japanese steamer, 3,368, H. Fraser, 25th Feb.—Yokohama 14th Feb, Kobe 18th, and Nagasaki 21st, General.—Nippon Yusen Kaisha.
KUMANO MARU, Japanese steamer, 3,147, E. W. Haswell, 25th Feb.—Molbourne 28th Jan, and Manila 23rd Feb, General.—Nippon Yusen Kaisha.
LIGHTNING, British steamer, 2,122, J. G. Spence, 22nd Feb.—Calcutta via Penang and Singapore 15th Feb, General.—David Sassoon, Sons & Co.
MONGKUT, German steamer, 859, Galsche, 23rd Feb.—Bangkok 14th Feb, Rice and General.—Butterfield & Swire.
NASSOVA, German steamer, 2,480, Th. Hildebrandt, 10th Feb.—Singapore 4th Feb, Kerosine Oil.—Standard Oil Co.
NESS, British steamer, 1,963, W. Pearl, 25th Feb.—Moi 20th Feb, Coal.—Mitsui Bussan Kaisha.
OCEANA, German steamer, 464, F. Takuke, 24th Feb.—Yap 16th Feb, Copra.—Siemens & Co.
ORO, British steamer, 1,299, W. Smith, 5th Feb.—Singapore 26th Jan, General.—Doddwell & Co., Ltd.
PEIYANG, German steamer, 953, W. Weise, 25th Feb.—Saigon 20th Feb, Rice.—East Asiatic Trading Co.
PETRAKOT, German steamer, 1,252, H. Uecker, 20th Dec.—Labuan 12th Dec, Sugar.—Sander, Wiener & Co.
PRONTO, Norwegian steamer, 838, Thomas Seeberg, 21st Feb.—Haiphong and Hoihow 20th Feb, Rice and Sugar.—A. R. Marty.
RAJAHURI, German steamer, 1,189, A. Ahlborn, 20th Feb.—Bangkok 6th Feb, and Koh-sichang 13th, Rice and Teakwood.—Butterfield & Swire.
ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 24th Feb.—Manila 22nd Feb, Cigar and General.—Mitsui Bussan Kaisha.
SALAMANGA, British steamer, 883, J. H. Ander-Bridley & Co.
SKARPSNO, Norwegian steamer, 1,130, H. Pedersen, 23rd Feb.—Samang 12th Feb, Sugar.—Chinese.
STRATHGYLE, British steamer, 3,281, J. R. Gordon, 22nd Feb.—San Francisco 17th Jan, Flour and Lumber.—Butterfield & Swire.
SZECHUEN, British steamer, 1,158, Hall, 15th Feb.—Canton 14th Feb, General.—Butterfield & Swire.
TAIYUAN, British steamer, 1,450, L. Dawson, 22nd Feb.—Australia via Manila 24th Jan, General.—Butterfield & Swire.
TRIFOS, German steamer, 1,030, H. Clausen, 14th Feb.—Saigon 6th Feb, Rice and Rice-meat.—Kong Fat.
VORWERTS, German steamer, 643, S. Witting, 17th Feb.—Rejang (Borneo) 8th Feb, Timber.—Melchers & Co.

Sailing Vessels.

DUNSLAW, British steamer, 1,531, Nichol, 30th Jan.—Cardiff 28th Aug, Coal.—Admiralty.
HERZOK JOHAN, ALBRECHT, German schooner, 701, Andersen, 10th October.—Manila 6th Oct, General.—Master.
IVY, American ship, 1,181, Stimson, 30th Jan.—Madras 15th Nov, Timber.—Order.
LOTHAIR, Italian bark, 678, Borzoo, 24th Jan.—Callao 10th Nov, Sugar.—Carlowitz & Co.
MATVOY MARU, Japanese schooner, 121, Doch, 27th Jan.—Manila 20th Jan, Ballast.—Master.
NORINIA, German bark, 1,921, F. Rowell, 18th Jan.—Cardiff 23rd May, Coal.—E. A. Trading Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 26th, 1902.
Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Easlake, Hongkong.
Albion, 1st-class battleship, 12,900 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Newchwang.
Archus, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, Shanghai.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.
Astrak, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., en route Home.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., Amoy.
Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander E. H. Martin, Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Canton.
Cressy, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Singapore.
Edith, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. R. H. Stokes, Hongkong.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.
Est, coast defence gunboat, 365 tons, 3 guns, 1,200 h.p., Lieut.-Comdr. W. Forbes, Chinkiang.
Fame, twin screw torpedo-boat destroyer, 350 tons, 6 guns, 5,000 h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.
Firbrand, 3rd-class gunboat, 455 tons, 4 guns, 260 h.p., Lt. and Comdr. Beny Pownall, Hongkong.
Glory, 1st-class flagship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Hongkong.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Hongkong.
Hart, twin screw torpedo-boat destroyer, 350 tons, 6 guns, 5,000 h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.
Handy, twin screw torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.
Humber, storeship, 1,400 tons, 800 h.p., Com. H. J. Davidson, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. R. W. White, R.N., Practice.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Hongkong.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 5,000 h.p., Lieut. and Comdr. C. P. Mansel, Hongkong.
Phaon, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Hongkong.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lt. and Comdr. A. H. Oldham, en route Singapore.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Hongkong.
Plaver, 1st class gunboat, 435 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. Watts Jones, Singapore.
Ramirez, surveying ship, 583 tons, 650 h.p., Capt. M. Smith, Hongkong.
Reipole, 1st class gunboat, 805 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. F. Corbett, Singapore.
Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sunfisher, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. M. Lockhart, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stodford, Practice.
Tamar, receiving ship, 4,000 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 365 tons, 3 guns, 200 h.p., in Reserve Hongkong.
Waterwitch, surveying ship, 620 tons, 450 h.p., Lt.-Comdr. W. O. Lyne, Hongkong.
Whiting, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., in reserve.
Wuwei, coast defence ship, 2,750 tons, 4 guns, 5,000 h.p., in reserve Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiukiang.
Woodruff, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 3 second-class boats.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolovski, at Tientsin.
Alcazar, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Capt. Eliski, at Nagasaki.
Amazilia, Russian gunboat, 2,600 tons, Captain Barstch, at Hongkong.
Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donsky, Russian armoured cruiser, 6,000 tons twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, Singapore.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Sechenbrennik, at Taku.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Koreytsin, Russian cruiser, 1,200 tons, 9 guns, 2,100 h.p., Capt. Silanov, at Taku.
Mandarin, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 12 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayadnitsk, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otravny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianioff, at Shanghai.
Petrovskiy, Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.
Pokhlava, Russian battleship, 10,960 tons, 11,555 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
Regbanytsk, Russian cruiser, 1,315 tons, 1,786 h.p., 11 guns, Capt. Kernusky, at Macao.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,500 h.p., 16 guns, Capt. Melusky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 8,800 tons, 14 guns, 8,500 h.p., Capt. Tarassoff, at Manila.
Sivuchik, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Suzaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, a torp tubes 780 h.p., speed 19.7 knots.
Varyag, Russian cruiser, 6,500 tons, 12 guns, Capt. Behr, at Nagasaki.
Vladimir Monomach, Russian cruiser, 6,000 tons, 12 guns, Prince Ouchimsky, at Singapore.
Voiatch, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.
Vsudek, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulits, at Taku.
Zadacha, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkhrat, at Nagasaki.

(1st and 2nd class.)
Delphin, Russian torpedo boat, 350 tons, Capt. Novakowits, at Shanghai.
Forch, Russian torpedo boat, 23 tons, 1 gun, 250 h.p., 16 knots.
Jantichik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.
Kashika, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.
Kit, Russian torpedo boat, 350 tons, Captain Kimarsky, at Shanghai.
Narzen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossik, Russian torpedo boat, 67 tons, 4 guns, 2,000 h.p., 22 knots.

Poliorinik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sibir, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skak, Russian torpedo boat, 350 tons, Captain Siminov, at Shanghai.
Skorshon, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Solichina, Russian torpedo boat, 57 tons, 4 guns, 970 h.p., 10 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterlaia, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)
Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 720 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral F. V. Dubossioff.
 * Flagship of Rear-Admiral Kountoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,830 tons, 8 guns, Comdr. von Bassewitz, at Saigon.
 * *Fuerst Bismarck*, German flagship, 6,015 tons, 36 guns, Capt. Friederich, at Hongkong.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geyer, German cruiser, 1,600 tons, 8 guns, Capt. Baez, at Shanghai.
 * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wosung.
Hela, German dispatch-vessel, 2,000 tons, 12 guns, Capt. Rampold, at Wosung.
Hertha, German cruiser, 5,600 tons, 30 guns, Capt. Derwetsky, at Saigon.
Ilisa, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stahmer, at Shanghai.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Hongkong.
 * *Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holendorff, at Wosung.
Lucifer, German gunboat, 850 tons, 10 guns, Comdr. Dackhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeader, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 950 tons, 10 guns, Comdr. von Mittelstidt, at Canton.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Werth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhausen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfer, at Shanghai.
No. 91, German torpedo-boat, 350 tons, Capt. Lieut. Füllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Fleunrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Courbet, 2nd-class cruiser, 4,800 tons, Capt. Baehme, Saigon.
Bergall, 2nd class dispatch-boat, Lt.-Comdr. De La Cruz de Castries, at Nagasaki.
Bugard, 2nd-class cruiser, 4,000 tons, 10 guns, 5,000 h.p., Capt. Defevre, at Shanghai.
Chasteloup Laubard, 2nd-class cruiser, 3,725 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Saigon.
Comet, gunboat, 600 tons, Capt. Lollet, at Canton.
Decadi, gunboat, 699 tons, Capt. Leemee, at Hongkong.
 * *D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 26 guns, 13,500 h.p., Capt. D. du Fournet, Tonkin.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Capt. L. de Saune, at Saigon.
Eure, Dispatch-transport, Captain Vallée, at Saigon.
Friant, 3rd class cruiser, 4,000 tons, Capt. Aden, at Haiphong.
Jean Bart, 3rd class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Becue, at Saigon.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
Slyx, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 850 h.p., Capt. Mornet, at Shanghai.
Ville d'Alger, 2nd class, 944 tons, Captain Bommereux, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. C. Todd, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Comdr. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Cellis, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forst, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Capt. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Downan, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Metz, at Manila.
Helena, U.S. gunboat, 1,307 tons, 8 guns, 1,990 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Menny, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 770 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Maricella, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,090 tons, 6 guns, 3,000 h.p., Capt. F. P. Gilmore, at Hongkong.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Comdr. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,090 tons, 6 guns, 3,000 h.p., Comdr. G. W. Pigman, at Shanghai.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
Neah, U.S. cruiser, 4,833 tons, Capt. H. McMillan, at Manila.
Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Wosung.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selridge, at Manila.
Schadua, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Whitall, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Winnington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h